(7) The Chengannur-Kozhancheri road should be improved.

(8) Certain bridges in the town of Tiruvalla which were in a dilapidated condition should be repaired.

Dewan's reply.—I am sorry for the delay in taking action on the representation made last year regarding the widening of the market canal. I did expect that the Alamturutti bridge would be completed this year, but, while we were attempting to build it, some new piles were found necessary. As works progress, some new difficulties appear, which could not be foreseen. This bridge will be speeded up this year, and we will take up other bridges next year.

In regard to the Chengannur-Aranmula road also, the necessary action will be taken.

In regard to the new cut connecting the Manimalayar and the Peringarayar, a report has just been received. The matter will be looked into.

As regards the bridges in the Tiruvalla town I have asked the D. P. W. to repair them.

In regard to the expenditure on the Tondara bridge from the beginning up to date, we will have to collect information. It is not the practice to answer interpelations in the Assembly. If a Member of the Legislative Council were to ask the question, Government would supply the required information.

In regard to the Tondara and the Varattar bridge works, attempts are being made to complete them as quickly as possible, and I expect them to be completed before the beginning of the next monsoon.

Then you referred to some general matters. As for further retrenchment in the D. P. W. I have no doubt that the Chief Engineer will suggest further retrenchments when, and if, they are possible. As for the preparation of estimates for works before there are any prospects of taking them up for execution, I have for some time past been putting a stop to that practice. These estimates become very old by the time we take up the works for execution and they have to be revised. We are now having reports as to the rough cost of the works in order to decide when and whether their execution can be taken up. It is only subsequently that the detailed estimate is arranged to be prepared. As for delays in the execution of works, delays do occur; sometimes they are avoidable and sometimes they are unavoidable. As for temporary works, we need not have recourse to temporary works at all, if they could be avoided. I am sure that the Chief Engineer will avoid the construction of temporary works as far as possible.

I am very sorry for the mistake in the translation of the proceedings of the Assembly to which you referred. I shall direct the office to avoid such mistakes.

83. Means of communication in North Travancore with special reference to those in the eastern pakuthies of the Changanachery taluk.

Mr. Kunjuvarki Mathew (Member, Changanachery Taluk) began with a comparison of North and South Travancore in respect of means of communication and said that the former, with a population larger than that of the latter and with about double its area, had only 1,000 miles of roads against 1,500 miles in South Travancore, that the entire railway line was at present being monopolised by South Travancore and that the Government were proposing the extension of the Quilon-Trivandrum line to Nagercoil. The most urgent requirements in the matter of railway communication mentioned by the Member were the following:

(*a*) The extension of the Shencottah-Quilon railway line from Kottarakara to Ernaculam. He dilated on the great advantages that would accrue to North Travancore, especially in view of the Cochin Harbour works, if that line was opened, and prayed for the construction of the extension proposed being immediately taken in hand.

(*b*) Construction of a feeder line from the bottom station of the aerial ropeway at Mundakayam, *i. e.*, the foot of the Peermade Hills, to join the main line somewhere in Kottayam or Changanachery. The Member observed that at present all the agricultural products of those tracts were being transported down to Kottayam by means of carts with great inconvenience to the agricultural population and

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aken to
said that the proposed line, which would pass through thickly populated dustless
would form a useful feeder to the main line. He, therefore, suggested the ap ve was
ment of a committee consisting of officials and non-officials to investigate and re osed
on the proposal. er-

As regards the eastern *pakuthies* of the Changanachery taluk in particular, the Member represented that the people, who were mainly agriculturists, had very few cartable roads except the K. K. road for the transport of their products. He, therefore, prayed for the following public works.

(*a*) *Tampalakkad trace.*—The Member said that a portion of that road was made cartable by private enterprise two years ago and that what was now prayed for was to take over the finished portion for departmental maintenance and to construct a small culvert on the second furlong of the 1st mile.

(*b*) *Kadayinikkad trace.*—The Member prayed that that trace might be improved and made cartable, as it was the only available road in the *pakuthies* of Vazhur and Vellavur covering a total area of about 30 square miles. The people living in those *pakuthies*, who were agriculturists, had to make use of the existing trace, for reaching the public markets and public offices at Kanjirapalli, Ponkunnam and Manimala.

(*c*) *Charuvalli Vellanadi road.*—That road formed the middle portion of the Mundakayam-Ranni road. The whole distance from Mundakayam to Ranni except the portion from Vellanadi to Cheruvalli had already been made cartable and the portion still remaining to be improved was only five miles long. The Member also added that Mr. J. R. Vincent, Member, Mundakayam Planters' Association, had represented the matter at four successive sessions of the Assembly, with the result that the line had already been traced and surveyed. He, therefore, prayed for the completion of the road.

Dewan's reply.—In regard to the Kanjirapalli-Tampalakkad trace, the portion that is fit for cart traffic will be taken over for maintenance at once.

The next thing is the conversion of the Kadayinikkad trace into a road. I understand that two deviations are necessary in the line of the opened road and that these have been demarcated on the ground. This trace will also be taken over for maintenance when these deviations are cut and opened by the people.

In regard to the Cheruvalli-Vellanadi road, the earth work for forming the road is estimated to cost about Rs. 4,000. Provision will be made for it and the work executed. Bridges will have to wait ; ramps will be put up for the present.

In regard to the railway, as I have said in my Address, a reconnaissance survey of the line from Kottarakara will be made. We are writing to the Government of India for sanction. The preliminary survey of the Trivandrum-Nagercoil line will not take more than three or four months. As soon as that is over, the reconnaissance of the other line will be started. A reconnaissance survey means a survey of alternative lines with a view to select the best one. We have to decide which line is the best from an engineering point of view, administrative point of view, economic point of view and so on. That survey will be undertaken as soon as the present survey is finished, and then it will be a matter for consideration as to which line should he taken up first for construction. You have suggested a branch railway from Mundakayam to Kottayam alongside the Kottayam-Kumili road. I do not think it will pay. Anyhow it will have to wait until the others are disposed of.

are not unmindful of the needs of North Travancore.

ommunication in North Travancore, with special reference to the y, the Kottayam-Alleppey road and some local roads and

side. The

ealthy and insanitary and Member, Nominated) began first by comparing the re-
was removed from its present Travancore as regards area, population and means
would migrate thereto with gr t that, out of a total extent of 7,625 square miles;

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